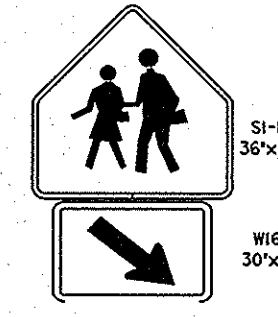
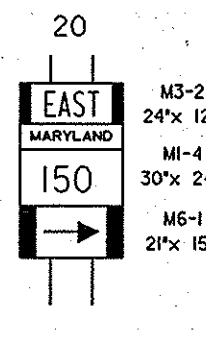


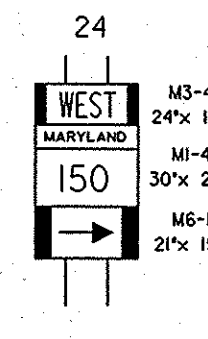
SIGNS TO BE  
RELOCATED  
ON NEW SUPPORTS  
14,15,17,18



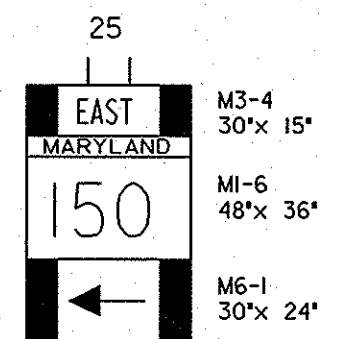
23,27  
Eastern BLVD  
D3-2  
Variable x 16"  
(DUAL FACED)



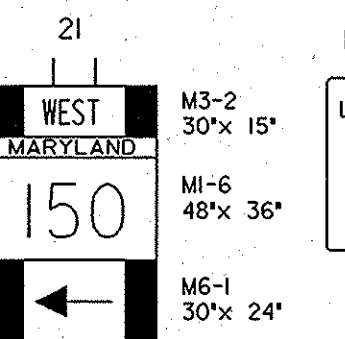
20  
EAST  
MARYLAND  
150  
M3-2  
24"x 12"  
M1-4  
30"x 24"  
M6-1  
21"x 15"



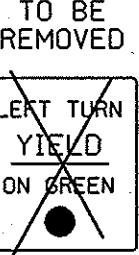
24  
WEST  
MARYLAND  
150  
M3-4  
24"x 12"  
M1-4  
30"x 24"  
M6-1  
21"x 15"



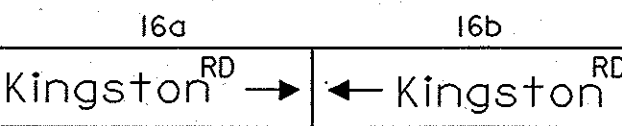
25  
EAST  
MARYLAND  
150  
M3-4  
30"x 15"  
M1-6  
48"x 36"  
M6-1  
30"x 24"



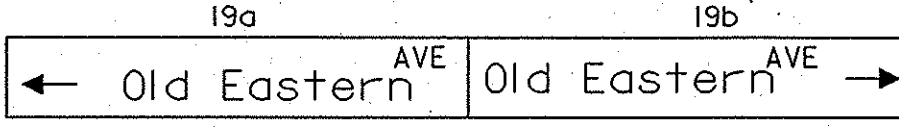
21  
WEST  
MARYLAND  
150  
M3-2  
30"x 15"  
M1-6  
48"x 36"  
M6-1  
30"x 24"



TO BE  
REMOVED  
LEFT TURN  
YIELD  
ON GREEN  
R 18-12  
36"x 42"

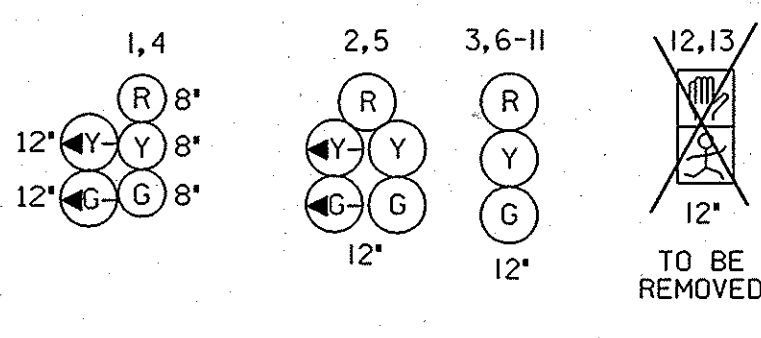


16a 16b  
Kingston RD  
D3-2  
Variable x 16"  
(DUAL FACED)



19a 19b  
AVE  
Old Eastern  
D3-2  
Variable x 16"  
(DUAL FACED)

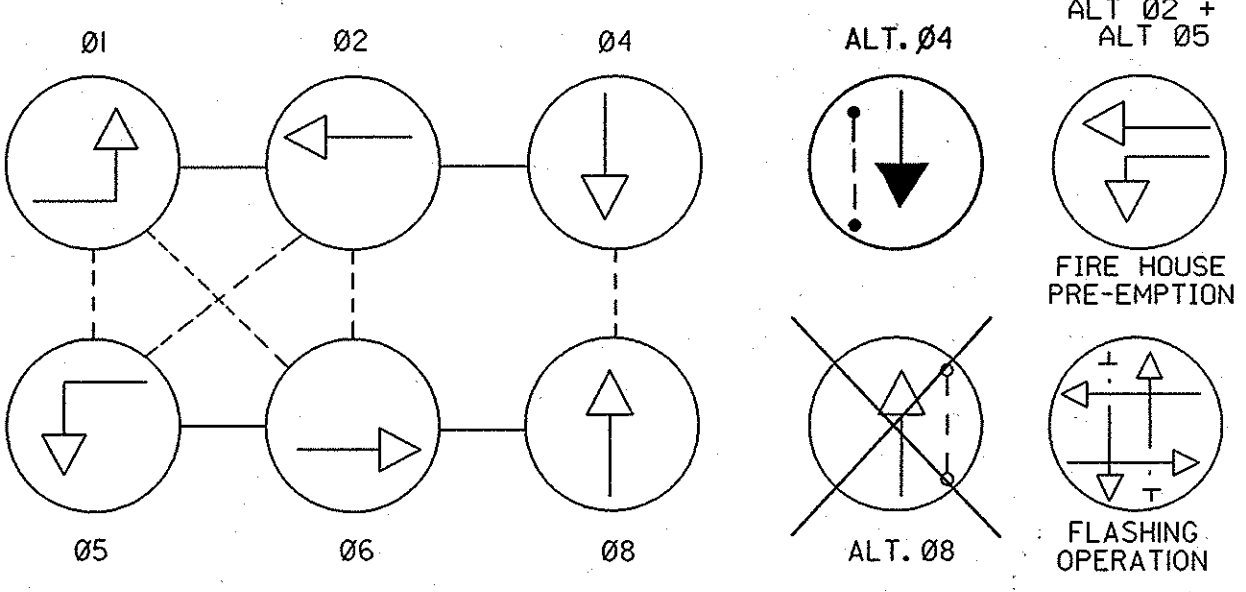
EXISTING SIGNALS



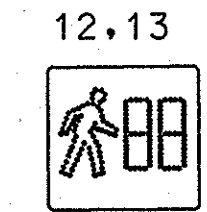
OPTICOM DETECTOR EYE

BRICK PAVERS WITH  
DETECTABLE WARNING SURFACE

NEMA PHASING



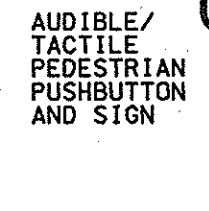
PROPOSED LED  
SIGNAL HEADS



12,13  
COUNTDOWN

12p,13p

R10-3(1)  
9"x15"



THE ACCESSIBLE PUSHBUTTON  
STATION NUMBERS INDICATE  
THE ASSOCIATED PEDESTRIAN  
SIGNAL HEAD NUMBERS

PHASING NOTES:  
1. PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY  
2. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY

GENERAL NOTES:

- ALL UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING "MISS UTILITY" PRIOR TO CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN THE UTILITIES AND THE PROPOSED TRAFFIC SIGNAL EQUIPMENT WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
- ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTION, TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, AND MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL PROPOSED SIGNAL EQUIPMENT.
- PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18 INCHES FROM A 60" x 60" LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
- LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTON MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.09 AND FIG. 4E.2 AND THE NCHRP PUBLICATION, "ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE". IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATIONS UNTIL A DESIGN WAIVER IS OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
- THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLES.
- PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
- ALL PAVEMENT MARKINGS DETAILED ARE PROPOSED AND ARE TO BE INSTALLED IN ACCORDANCE WITH SHA STANDARDS. ALL CROSSWALKS SHALL BE CENTERED ON THE HANDICAP RAMPS OR MEDIAN CUT THROUGH'S.
- PROPOSED SIGNAL EQUIPMENT SHALL BE INSTALLED PRIOR TO THE CONSTRUCTION OF THE SIDEWALK, AND PEDESTRIAN RAMPS, AND THE INSTALLATION OF THE DETECTABLE WARNING SURFACE.

TOD No. AT936-39  
SHA No. BA631A54/B54



STATE OF MARYLAND  
DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
OFFICE OF TRAFFIC & SAFETY  
TRAFFIC ENGINEERING DESIGN DIVISION

MD 150 (EASTERN BOULEVARD) AND KINGSTON ROAD  
MIDDLE RIVER, MARYLAND

TRAFFIC SIGNAL PLAN

SCALE 1"= 20' DATE 10/15/82 CONTRACT NO. B-660-501-485  
DESIGNED BY J. GORDON COUNTY BALTIMORE  
DRAWN BY J. GORDON LOGMILE 03015005.65  
CHECKED BY TIMS NO. I 942  
F.A.P. NO. SHEET NO. 1 OF 2

CENTURY  
ENGINEERING  
CONSULTING ENGINEERS - PLANNERS  
10710 GILROY ROAD  
HUNT VALLEY, MD 21031

REVISION 'D' 25003.92

APPROVALS	REVISIONS
TEAM LEADER	6-2-88 ADA RAMPS, REMOVE EAST LED "X" ING
ASST. DIR. CHIEF	INITIAL APS A CD PED CROSSING FOR WEST LED
DIVISION	SHA NO. AT936385 TMS NO. I 942
OFFICE DIRECTOR	5/83 INSTALL OPTICOM TRAFFIC CONTROL SYS.
	ALONG MD 150 AT KINGSTON ROAD
	CONTRACT SHA # XX1865385 TMS# F487
	2-15-99
	RECONSTRUCTION DUE TO NEW GEOMETRICS
	SHA NO. BA248421
	EHM

PLOTTED: Friday, May 30, 2008 AT 06:18 PM  
FILE: C:\TRANSDWG\25003\25003.92 MD 150 and Kingston\PGS\_P001 MD150@KINGST.dgn

- CONSTRUCTION DETAILS
- USE EXISTING CONTROLLER AND CABINET. THE NECESSARY EQUIPMENT BE INSTALLED AND THE CONTROLLER WILL BE MODIFIED.
  - REMOVE EXISTING CURB, GUTTER AND RAMP. INSTALL RAMP 'MD STANDARD 655.12 AND BRICK PAVERS WITH DETECTABLE WARNING SURFACE THE LENGTH OF THE RAMP OPENING.
  - INSTALL 12" WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKING.
  - INSTALL LEFT ARROW WHITE HEAT APPLIED PREFORMED THERMOPLASTIC PAVEMENT MARKING.
  - INSTALL 3" SCHEDULE 80 RIGID PVC CONDUIT- TRENCHED.
  - INSTALL 10' BREAKAWAY PEDESTAL POLE, LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, ACCESSIBLE PEDESTRIAN PUSHBUTTON AND SIGNS. (NOTE: 1-3" 90° PVC BEND).
  - REMOVE EXISTING PEDESTRIAN SIGNAL HEADS AND PUSHBUTTON EQUIPMENT FROM THE SIGNAL STRUCTURE. THE DISCONNECTED CABLE SHALL BE LABELLED AND COILED IN THE POLE BASE. PATCH THE OPENINGS IN THE POLE.
  - INSTALL ELECTRICAL HANDHOLE.
  - INSTALL 16" LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, ACCESSIBLE PEDESTRIAN PUSHBUTTON AND SIGNS TO EXISTING SIGNAL STRUCTURE.
  - USE EXISTING HANDHOLE.
  - USE EXISTING CONDUIT.
  - REMOVE EXISTING R10-12 SIGN AND SUPPORT FROM MAST ARM.
  - REMOVE EXISTING PAVEMENT MARKINGS IN AREA NOT SHOWN ON PLAN.
  - INSTALL CONCRETE SIDEWALK AND CURB & GUTTER.
  - RELOCATE EXISTING SCHOOL CROSSING SIGNS ON EAST LEG AND INSTALL SIGNS AND NEW SUPPORTS ON THE WEST LEG OF THE INTERSECTION.
  - INSTALL 24" WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS.

GEOMETRIC LEGEND	
PROPOSED	---
EXISTING	---
LEGEND OF UNDERGROUND AND OVERHEAD UTILITIES	
AERIAL CABLE	---
ELECTRIC	---
TELEPHONE	---
GAS	---
SEWER	---
WATER	---
CABLE TV	---

BY: emilesky